

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

SCHEDULE OF DEPARTURES DURING CHINESE PROCESSION AT MACAO.

SATURDAY, 19th October.

FROM HONGKONG.	FROM MACAO.
S.S. SUI-AN at 8 A.M.	S.S. SUI TAI at 7.30 A.M.
" SUI TAI " 1 P.M.	" SUI-AN " 2 P.M.
" HEUNGSHAN " 5.30 P.M.	" HEUNGSHAN " 9 P.M.

SUNDAY, 20th October.

FROM HONGKONG.	FROM MACAO.
S.S. SUI-AN at 7.30 A.M.	S.S. SUI TAI at 7.30 A.M.
" HEUNGSHAN " 9 A.M.	" SUI-AN " 2 P.M.
" SUI TAI " 1 P.M.	" HEUNGSHAN " 8 P.M.

MONDAY, 21st October.

FROM HONGKONG.	FROM MACAO.
S.S. SUI-AN at 7.30 A.M.	S.S. SUI TAI at 7.30 A.M.
" KINSHAN " 9 A.M.	" SUI-AN " 2 P.M.
" SUI TAI " 1 P.M.	" KINSHAN " 7 P.M.

TUESDAY, 22nd October.

FROM HONGKONG.	FROM MACAO.
S.S. SUI-AN at 7.30 A.M.	S.S. SUI TAI at 7.30 A.M.
" KINSHAN " 9 A.M.	" SUI-AN " 2 P.M.
" SUI TAI " 1 P.M.	" KINSHAN " 7 P.M.

WEDNESDAY, 23rd October.

FROM HONGKONG.	FROM MACAO.
S.S. SUI-AN at 8 A.M.	S.S. SUI TAI at 7.30 A.M.
" SUI TAI " 2 P.M.	" SUI-AN " 2 P.M.

The Steamship "HONAM" will leave Canton for Macao on Saturday, 19th October, at 5 P.M. Returning to Canton on Sunday, 20th instant, at 10 P.M.
The Steamship "SUI-AN" will leave from DOUGLAS WHARF.
The Steamships "SUI-TAI," "HEUNGSHAN" and "KINSHAN" will leave from the COMPANY'S WHARF.
Excursion rates per "HEUNGSHAN" and "SUI-AN" on Sunday only.
Other days usual rates.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain W. Reynell.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox (at Dock).
"NANNING," 569, "Mackinnon."

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 16th October, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.
For further information apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER-BRITISH S.S. COMPANIES.
Hongkong, 9th August, 1907.

EXCURSIONS TO MACAO.

THE fast and splendid steamers of The Compagnie Francaise des Indes et de l'Extreme Orient will make the following Excursion Trips to and from Macao, viz.:

SATURDAY, 19th October, 1907.

LEAVE HONGKONG.	LEAVE MACAO.
"CHARLES HARDOUIN" 3 P.M.	

SUNDAY, 20th October, 1907.

"CHARLES HARDOUIN" 8 A.M.	10 A.M.
"PAUL BEAU" 8 A.M.	8.30 P.M.

MONDAY, 21st October, 1907.

"PAUL BEAU" 8 A.M.	2 P.M.
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TUESDAY, 22nd October, 1907.

"CHARLES HARDOUIN" 8 A.M.	2 P.M.
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Return tickets are available by the Company's steamers on any day during the excursions. Meals and refreshments supplied on board.
The steamers will be berthed at the Company's Wharves both here and at Macao.
Passages can be booked at the Office of the Undersigned or on board.
For further particulars, please apply to

BARRETTO & CO., Agents.

Hongkong, 17th October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 5th April, 1907.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.
Telegraphic Address:
"CHEF" (HONGKONG).
Telephone No. 14.

Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.
O. E. OWEN, Proprietor.
[30]

Railroad.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sonts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

ONE HUNDRED AND FIFTY-STORY SKYSCRAPER.

The fact that two forty-five-story skyscrapers are now being put up from New York's narrow streets toward the clouds is causing the throngs who stop at all hours of the day to watch the ironworkers dangle like spiders in the web of steel to ask continually what the limit will be in skyscraper construction. Both a prominent skyscraper architect and the head of one of the largest building concerns in the city, who were seen on the subject, declared last week that the limit was still far distant. The 150-story skyscraper was a possible to-day, they declared, so far as the builder and the architect were concerned, and might come in the future. Such buildings would be a quarter of a mile in height.

New York's building problem is one of the most remarkable in the world. The major part of the vast business interests of Manhattan is compressed within an area of less than two square miles. Here are the headquarters of practically all of the great railroad systems of the United States; here stands that mysterious building from which the Standard Oil Company reaches out to every quarter of the globe; here the steel trust has its financial home, and hundreds of other holding companies and corporations; here are the great exchanges, banks, trust companies, brokerage offices and the great horde of lawyers. The business growth, shut in from the south, west and east by the waters of the bay and the Hudson and East rivers, can find an outlet only by pushing the theatre and residence districts slowly to the north. For New York has ample length for expansion in one direction, but is lacking in width. For this lack the utmost engineering ingenuity is constantly employed to substitute height.

Hence the building of the skyscrapers has become practically a science of itself.

Two factors limit the size of buildings in New York. The first is the wind. If the wind never blew in the metropolis the skyscraper builder's task would be greatly simplified, and he could pile story on story to his heart's content. But the wind pressure on a thirty-story building is something enormous. The modern skyscraper is built to withstand a wind velocity of 125 miles, and there is practically no chance of New York getting a mightier blow than that.

The second factor is the limit of the building's base. With land in the financial district selling as high as \$700 a square foot the base of a building is naturally not a huge thing. If the skyscraper could have an unlimited base it could have an unlimited height.

Before ever a spadeful of earth is dug for a foundation the skyscraper must be weighed. It is weighed with paper and pencil, and hundreds of sheets are covered with figures. The great girders and beams, stone, cement, desks, human beings and even nuts and rivets, are carefully figured in before the building is begun.

One of the newest skyscrapers now in course of construction, at Cortlandt street and Broadway, which will, for a time at least, be the largest office building in the world, will, it is estimated, weigh when completed 86,000 tons, an amount equal to the combined weight of all the inhabitants of Philadelphia. This enormous weight will be placed on a plot of ground hardly 25,000 square feet in area, or about equal to ten ordinary city dwelling houses. The steel skeleton of the building has eighty-nine legs, or columns, which will bear its whole weight, and the engineers have had a most delicate problem to see that the weight was evenly distributed on these legs, lest some of them should collapse. There are about 900 sections of steel columns weighing from one to ten tons each, and several thousands girders and floor beams weighing from one to twenty tons each. The number of rivets used will run into the millions.—
New York Tribune.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$8.00 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 3rd October, 1907.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, loss of appetite, nervousness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what ails the modern man? Is it such cases as increased vitality—vigour—vital strength & energy to throw off these morbid feelings, and experience the joy of a new life? It is the answer to this question that the French chemist, Dr. J. B. Rose, has found. He has discovered a new French remedy, THERAPION No. 3, which will restore the vitality of the system, and thus, the health of the body.

THE EXPIRING LAMP OF LIFE.

It is a sad sight to see a man who has had so lately seemed well, and who is now lying on his back, unable to move, and who is slowly sinking into the grave. This is the result of a broken-down system, and it is the duty of every man to take steps to prevent this from happening. The French chemist, Dr. J. B. Rose, has found a new French remedy, THERAPION No. 3, which will restore the vitality of the system, and thus, the health of the body.

THERAPION.

THERAPION is a new French remedy, which will restore the vitality of the system, and thus, the health of the body. It is a new French remedy, which will restore the vitality of the system, and thus, the health of the body.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "CANDIA" FROM ANTWERP, MIDDLEBROUGH, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 hours.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 11th October, 1907.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. "Dordogne," and from Havre ex s.s. "Ville de Rochefort" and "Leroy Lallier," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 21st instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st October, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 21st October, at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.

Hongkong, 13th October, 1907.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., on the 17th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 15th October, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, HULL, LONDON AND STRAITS.

THE Steamship

"GLENEARN"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 21st instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, 16th October, 1907.

A WONDERFUL DISCOVERY.

This is the age of the most wonderful discoveries in the history of the world. Science has made great strides in the past century, and among the most important discoveries in medicine come that of THERAPION.

This preparation is unquestionably one of the most reliable and effective medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Rokitnik, Kavan, Jobert, Volpke, Malinowski, the well-known German physician, and by all who are regarded as authorities in such matters, including the celebrated Lallemand and Roux, by whom it was first introduced into France.

It is a new French remedy, which will restore the vitality of the system, and thus, the health of the body. It is a new French remedy, which will restore the vitality of the system, and thus, the health of the body.

THERAPION.

THERAPION is a new French remedy, which will restore the vitality of the system, and thus, the health of the body. It is a new French remedy, which will restore the vitality of the system, and thus, the health of the body.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN. "KLEIN" Capt. Rud Meyer. WEDNESDAY, No. 23rd Oct., 1907.

SHANGHAI, NAGASAKI, KOBE, "PRINZ LUDWIG" Capt. v. Binzer. About TUESDAY, the 29th Oct., 1907.

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE. "PRINZ WALDEMAR" Capt. W. v. Senden. THURSDAY, Noon, 7th Nov., 1907.

KUDAT and SANDAKAN. "BORNEO" Capt. F. Sembill. Beginning of Nov., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & Co.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th October, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIKINI	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIPANAS	JAVA	First half Nov.	JAVA PORTS	First half Nov.
TJILIWONG	JAVA	First half Nov.	JAPAN	First half Nov.
TJILATJAP	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor.

Hongkong, 2nd October, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILLER STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

Sold by all Chemists.

Intimations.

Powell's

ALEXANDRA BUILDINGS.

Bargains.

The end of the Summer Season being at hand, we are now clearing the remainder of our Stock of

LADIES' MUSLIN BLOUSES.

SUNSHADES and WASHING SKIRTS

Very Low Prices.

NEW STOCK of GOLF JERSEYS, MILLINERY,

&c., &c., &c.,

Just arrived.

WM. POWELL, LTD.,
ALEXANDRA BUILDINGS,
Hongkong.

Hongkong, 15th October, 1907.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 19th October, 1907, at 2.30 P.M., at their

Sales Rooms, No. 5, Des Vaux Road,

corner of Ice House Street,

A LARGE ASSORTMENT OF

JAPANESE CURIOS,

Comprising:—

IVORY CARVINGS, SILK-EMBROIDERED HAND BAGS and MONEY

PURSES, MAKUZU VASES and BOWLS,

KINKOSAN SATSUMA VASES and

INCENSE BURNERS, BRASS and

BROZEN CARVED VASES and BOWLS,

SILK-EMBROIDERED SCREENS,

MOTHER-OF-PEARL INLAID SCREENS,

KAGA TEA SETS, &c., &c.

Cata's uses will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 16th October, 1907. [911]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

TUESDAY,

the 22nd October, 1907, at 11 A.M., at their

Sales Rooms, No. 5, Des Vaux Road,

corner of Ice House Street,

100 DOZENS SLAZINGER

1907 CHAMPIONSHIP TENNIS BALLS,

44 DOHERTY

AND

15 RAMSAY RACQUETS.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 14th October, 1907. [919]

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at

PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., Ltd.

Hongkong, 22nd June, 1907. [89]

TO LET.

A HOUSE in KNITSFORD TERRACE,

Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st October, 1907. [90]

TO LET.

LARGE and SPACIOUS GODOWNS

Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST,

formerly in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st October, 1907. [439]

TO LET.

OFFICE.—Large Front Room on First

Floor, No. 19, Queen's Road Central.

Apply to—

KELLY & WALSH, LD.

Hongkong, 12th October, 1907. [917]

TO LET.

HOUSE No. 5, ROSE TERRACE,

Kowloon.

Apply to—

COMPRADORE,

Barrette & Co.

Hongkong, 14th October, 1907. [665]

TO BE LET.

AS from the 1st August next, No. 5, MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 29th June, 1907. [674]

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE,

1, Des Vaux Road.

Hongkong, 16th October, 1907. [912]

TO LET.

'HATHERLEIGH,' Conduit Road.

OFFICES in KING'S BUILDING and

YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 15th October, 1907. [629]

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the *Hongkong Telegraph* and

they are warned against paying more than

THEY CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 15th September, 1907.

ART OF LIVING LONG.

THE SECRETS OF PERPETUAL YOUTH.

Naturally, everybody wishes to live long; therefore, the sixpenny brochure just published by the Camber Company, of Denmark Hill, and entitled, "The Art of Living Long," ought to have a tremendous sale.

There is an illuminating chapter on "Life-shorteners," which the intelligent reader is implored to avoid—mental distress, anxiety, excessive grief, discontent, melancholy, sudden shocks, anger, hatred, malice, envy, irritability, and such-like things. Brain workers should eat light food. They should keep their heads cool and their feet warm.

The whole secret of long life lies in the digestive organs, and it is pleasing to learn that fresh herring supply the greatest amount of nutriment at the smallest cost of any food obtainable. Only, keep off the roe; it will give you gout!

DON'T SHY AT ONIONS.

It is well worth quoting some of the "tips" given in this excellent little book:

Onions are bracing to the nerves and stomach, promote perspiration, assist digestion, and increase bodily warmth. Spanish onions with butter are valuable in cases of eczema.

Mushrooms should never be eaten when strong alcoholic drink is being taken. Strawberries are good for worms and gout, and cranberries for erysipelas.

Cucumber is wholesome. Chickweed is good for eczema. Dandelion tea is beneficial. Cocoa beans, when chewed, will allay thirst. Toast-water reduces feverishness. Nuts should be eaten cautiously.

PERIODICAL ABSTINENCE IS GOOD.

Once a week, fortnight, or month, nearly every constitution is benefited by keeping the dietary for one day very light, as this abstinence restores the power of the digestive organs by lessening their exertion for the time being.

To prevent colds, take heat-giving foods in cold weather and a little cod-liver oil; take meals at regular hours; avoid badly ventilated rooms; keep the feet dry; do not wrap up the throat; take plenty of exercise in the open-air, and avoid stimulants and highly-spiced foods.

And, above all, keep calm—and breathe always through the nose. If you don't, the bogie of ill-health will have you, sure! Remember that digestion is the better part of valour.

HOW TO GET THIN.

There are a great many fat people in the world who would like to be thin. Here is a menu to reduce corpulence:

Breakfast: Boiled fish, or boiled bacon in preference to fried; cold roast beef with a cup of coffee or weak tea, with no milk or sugar, and a little dry toast.

Lunch: Fish (boiled), excluding salmon, veal, or herring; meat, excluding veal or pork; vegetables, excluding potatoes, turnips, carrots, or parsnips; a slice of dry toast; poultry or game.

Wines: A little light claret, sherry, or Madeira.

Tea: A slice of toast and a cup of tea, without milk or sugar.

Dinner: A little meat or boiled fish; a little vegetables, excluding potatoes, with claret or sherry and water. Champagne, liqueurs, and the heavier wines are not advisable. A fat person could mangle very well on a diet of that kind.

A COLOSSAL STRUCTURE.

BRIDGE HAD THE LARGEST SPAN OF ANY IN THE WORLD.

The Quebec bridge was principally remarkable by reason of the fact that it contained (according to the *Engineer*) the largest span of any bridge of any type hitherto constructed in the world.

It was designed to accommodate two lines of railway of standard gauge in the centre. On either side and partitioned off from the railways by screens there was to be a single line of electric tramway, and at the outside of each of these a roadway and a footpath, the width between trusses being 57 ft., and the total width of the bridge 60 ft. The width, therefore, was to accommodate four lines of rails—two steam and two electric—two roads and two footpaths.

CENTRE SPAN OF 1,800 FT.

The chief distinctive feature of the bridge, however, was its enormous span. The length of the centre span is given as 1,800 ft., made up of two cantilever arms of 5,625 ft., the centre suspended span being 675 ft. The Forth bridge is of somewhat similar type, and has hitherto possessed the widest span of any bridge with a centre span of 1,710 ft.

It was matter of legitimate boast, therefore, that with the completion of the new bridge the record span would go back to the American Continent, though not actually into the territory of the United States, which possessed the record with the Brooklyn Suspension Bridge, before the Forth bridge was constructed.

The designed dimensions of the Quebec bridge were in several instances departed from in the actual structure. Some of the operations were carried out at no less a height than 375 feet above low water.

FULL WEIGHT 40,000 TONS.

The designers and constructors were the Phoenix Bridge Company, of Phoenixville, Pa., and the completed structure was to weigh about 40,000 tons. The intention was to serve the interchange of traffic between the Great Northern of Canada, the Quebec and Lake St. John, and the Canadian Pacific Railways on the north bank of the river, and the Grand Trunk and the Quebec Central Railways on the south bank.

The bridge was intended to form one of the many bridges to be constructed in Canada in the immediate future. Between Montreal and Quebec alone it is understood that contracts

were in course of being let for no fewer than 48 railway bridges, all of them to be capable of carrying the heaviest railway traffic. These structures are intended to form part of the enormous development in Canadian railways, the length of which, it is anticipated, will during the next decade be increased by some 50 per cent. The present length is somewhere about 25,000 miles.

In the construction of the great bridge across the St. Lawrence provision was made for practically the sole use of electric power.

HAD BUILT OTHER BRIDGES.

Although no information had reached the London office of the Phoenix Bridge Company, of Pennsylvania, the builders, yesterday afternoon, the agent had no reason to doubt that the reports were correct.

He states that the company is one of old standing, and that it had successfully carried out a number of important contracts. This contract was negotiated through the New York office of the company, not through the London agency, and the bonds issued in payment were guaranteed by the Canadian Government.

The Phoenix Company had just got a contract for the big suspension bridge over the East river at New York.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER

Hongkong, 4th December, 1907. [122]

For Sale.

HUMBER CYCLES.

THE BEST IN THE WORLD.

Cycles Makers.

BY

ROYAL WARRANTS

TO

H.M. KING EDWARD VII.

AND

H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEED GEAR, GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,

AGENTS,

11, D'AGUIAR STREET, and KOWLOON.

Hongkong, 10th July, 1907. [145]

PABST BREWING COMPANY,

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [54]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Bouchard, Rodan, Robert, Wythe and others, cures all the diseases to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1

is a remarkably short time, often a few days only, removes all discharges, effectually supporting injections, the use of which does irreparable harm by laying the foundation of artifice and other serious disease. Indigestion, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, and the prompt relief which it affords is a sure sign of its power.

THERAPION No. 2

is a powerful purgative, and is used by the majority of the world's physicians, and is a sure remedy for all the diseases of the bowels, and for all the diseases of the stomach, and for all the diseases of the liver, and for all the diseases of the spleen, and for all the diseases of the pancreas, and for all the diseases of the gall bladder, and for all the diseases of the biliary system, and for all the diseases of the urinary system, and for all the diseases of the reproductive system, and for all the diseases of the nervous system, and for all the diseases of the circulatory system, and for all the diseases of the respiratory system, and for all the diseases of the digestive system, and for all the diseases of the excretory system, and for all the diseases of the integumentary system, and for all the diseases of the musculo-skeletal system, and for all the diseases of the endocrine system, and for all the diseases of the immune system, and for all the diseases of the reproductive 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Telegrams.

[Reuter's.]

British Naval Manoeuvres.

London, 15th October.
The Channel and the Home fleets, together with the Cruiser Squadrons, mustered yesterday to commence a fortnight's secret manoeuvres in the North Sea, under the direction of Admiral Lord Beresford.

The Health of the Emperor of Austria.

Vienna is agitated by the conflicting reports of the Emperor's health, in spite of the semi-official announcement yesterday evening of a distinct turn for the better.

The Cesarewitch.

The latest betting on the Cesarewitch is 3 to 1 against Balinglass, 6 to 1 Demure, 8 to 1 Royal Dream, 9 to 1 Madame Desobise, 10 to 1 Wuffy, 10 to 1 Outbreak, 100 to 1 The White Knight.

Railway Disaster.

The Crewe-Bristol Express, with coaches from Glasgow, Liverpool, York, and Hull left the rails at a curve while entering Shrewsbury on the night of the fourteenth. Nineteen passengers were killed, and forty injured.

A Tramcar Wrecked.

A workmen's tramcar was wrecked at Halifax yesterday morning owing to the failure of the brakes while descending a steep hill. Six passengers were killed and thirty-one seriously injured.

American Struck.

A syndicate of powerful Wall Street bankers has been formed to support American stocks against the persistent slump which has been exceptionally acute during the last few days.

VOLUNTEER CORPS ORDERS.

CAMP.

1. Launch for conveyance of Corps will leave Blake Pier at 2.45 p.m. on Saturday, 19th instant.
2. Uniform for all Units—Khaki, khaki helmets, puttees and black boots.
3. Baggage of members should be limited as much as possible.
4. Members of the Corps who are desirous of taking a servant to Camp, and have not yet obtained a pass, should apply to the Headquarters at once with amount necessary for same (30 cents) for each day the servant is retained in Camp.
5. Volunteer Headquarters will be closed from 1 p.m. on Thursday, 17th instant, until the completion of Camp.
6. Every member should take a blanket with him to be worn at night to prevent chills, etc.

PROMOTION.

The following promotions will take place with effect from the 30th September, 1907:—

- RIGHT, NO. 1 COMPANY.
Gunner Peake } To Bomb.
Gunner Loureiro }
RIGHT, NO. 2 COMPANY.
Corpl. F. O. Day to Sergt.
Gunner H. L. Garrett } To Corpl.
" A. J. Biden }
" P. A. Hugh }
Gunner H. T. Jackson, to Bomb.
LEFT, NO. 1 COMPANY.
Corpl. Marshall } To Sergt.
Br. E. M. Hayward }
Br. H. E. Sayer }
Br. Crapnell }
Gunner Crawford }
Gunner Lock }
Gunner C. D. Hayward } To Bomb.

JOINED.

Mr. H. J. Stevens joined the Corps on the 9th Oct. her, 1907, assigned Corps No. 998 and posted to the Right Half No. 1 Company.
Mr. W. F. Bower joined the Corps on the 11th October, 1907, assigned Corps No. 999 and posted to the Left Half No. 1 Company.
Mr. H. V. Wilkinson joined the Corps on the 11th October, 1907, assigned Corps No. 1000 and posted to the Right Half No. 2 Company.
Mr. D. Young joined the Corps on the 11th October, 1907, assigned Corps No. 1001 and posted to the Left Half No. 2 Company.
Mr. B. Croucher joined the Corps on the 11th October, 1907, assigned Corps No. 1002 and posted to the Left Half No. 2 Company.
Mr. W. Mackintosh joined the Corps on the 11th October, 1907, assigned Corps No. 1003 and posted to the Left Half No. 2 Company.
Mr. E. Long joined the Corps on the 11th October, 1907, assigned Corps No. 1004 and posted to the Engineer Company.

RESIGNED.

Bomb. F. Austin is permitted to resign with effect from the 7th October, 1907.
Bomb. J. Quinn is permitted to resign with effect from the 9th October, 1907.
Bomb. W. H. Wooley is permitted to resign on account of ill health with effect from the 9th October, 1907.
Corporal A. Watson is permitted to resign with effect from the 9th October, 1907.
Gunner C. M. Alves is permitted to resign on account of ill health with effect from the 15th October, 1907.

STRUCK OFF.

Sapper W. E. Roa is struck off the strength of the Corps with effect from the 12th October, 1907.
Sapper V. Watson is struck off the strength of the Corps with effect from the 12th October, 1907.
Sapper F. Moore is struck off the strength of the Corps with effect from the 12th October, 1907.
Gunner T. P. Conolly is struck off the strength of the Corps with effect from the 12th October, 1907.

PATROLLING THE WEST RIVER.

PURCHASE OF GUNBOATS.
[From a Correspondent.]

Canton, 16th October, 1907.
His Excellency Viceroy, Chang, has taken active steps towards the purchasing of four additional gunboats for patrolling the West River and the protection of merchant shipping. Yesterday (15th instant), Admiral and Commander-in-Chief Ch'nn Ping-chik was instructed to formulate a code of regulations governing the proposed service. The scheme is to be reported to the Viceroyal yamen without loss of time, since H.E. the Viceroy is very anxious that such service should be instituted as soon as possible.

LOST CHILD.

FOUND IN QUEEN'S ROAD CENTRAL.

A good number of people, among them a few sympathetic ladies, gathered round a four-year-old European child, who had become separated from its guardian, in Queen's Road Central, this morning, just outside the offices of this journal. The child was found wandering its way through the congested traffic. Captain Grainger was the first person to notice the child's predicament, and he immediately went to the rescue, leading it out of harm's way to the sidewalk, outside the Connaught Hotel. Police Sergeant Sim, of Sham-shui-po Police Station, who was on his way to the Registrar-General's office, was called and notwithstanding the brief investigation made the child's guardian could not be located. No further information could be gleaned from the child, than "Mamma" pointing eastwards indicating that its mother had disappeared in that direction. The child was ultimately removed to the Central Police Station to allow further inquiries to be made.

THE ARCTIC AIRSHIP'S ADVENTURES.

THRILLING EXPERIENCES OF AERONAUTS.

The members of the Wellman expedition, on their arrival at Tromsø, were able to give an interesting account of their final, but futile and hazardous, attempt to reach the North Pole by airship.
On 2nd Sept. (says a Reuter's Special Service message), the north wind that had been blowing continuously for weeks past abated somewhat, and Mr. Wellman took advantage of the opportunity to test the airship *America*.
TOWED BY THE STRAMER.
The small steamer *Express* took the *America* in tow, and proceeded in distance of about three miles through the strait. The motor of the airship was started, and it worked perfectly.
In view of the favourable behaviour of the ship, it was decided to cut loose the towline and cast off. No sooner was this done than the *America* forged ahead of the steamer at a speed of about 12 miles an hour, though the motor was working at only two-thirds of the full power, and the airship was dragging the steamer and the towline.

SUFFERED IN MID-AIR.

The airship was soon, however, to be put to a stern test. The north-west wind increased every moment, and the *America* began to drift in the direction of the high mountainous coast. The danger was great, for nothing but complete destruction could have been looked for had she been driven on to the mountains.
After an exciting struggle with the wind, however, she succeeded in weathering the north end of the Foul Island.
Elated at their success, the crew decided to start out at once northward over the Polar Sea. The helm was consequently put about, and the *America* began to drive into the teeth of the storm. A snowstorm came on, and the wind freshened to 10 or 12 miles an hour.

AERONAUTS HELPLESS.

It soon became impossible to see far ahead through the thick weather, and to put the seal on the compass, owing to some fault in its construction, which had hitherto remained unnoticed, failed to act.
The driving snow soon blotted out the last sight of land, and the airship was being swept to disaster. It was decided to endeavour to regain the steamer in order to readjust the compass and make a fresh start if possible.

The wind, however, blew harder every moment, and threatened to hurl the *America* back against the mountain. Mr. Vaniman put the motor at full speed, and the airship bounded forward just in time.

IMPOSSIBLE TO STEER.

Three times the *America* was blown back towards the rocky promontory, but on each occasion escaped by beating up circuitously against the wind.
It was impossible to steer in the impenetrable gloom, otherwise an attempt would have been made to return to the steamer. It was recognized that the only thing to be done was to do their best to save the airship, and they took advantage of the first opportunity that presented itself to let the balloon drift over the glacier that flows into Foul Bay.

The motor was stopped, and the guidropes, serpent and retarder were brought into play to arrest their flight. All worked admirably, the vertical icewall, over 100 ft. high, being climbed without damage.

DROPPED ON THE GLACIER.

Once well over the glacier, the emergency valve was opened, and the ripping knife brought into requisition. The descent was effected on the glacier itself at a distance of half a mile inland. A well was then dug and carried out that the balloon, with its mine tons of material, sank 30 ft. to the surface of the ice without any shock to speak of. No damage was sustained, except that a few tubes and wires were broken and bent.

Mr. Wellman and Mr. Vaniman, his chief engineer, left Tromsø on Saturday. The other members of the expedition will remain for a week to arrange affairs connected with the expedition. Mr. Wellman will spend five or six weeks in Germany and France to prepare for next year's expedition, of which he entertains great hopes.

CESAREWITCH PROSPECTS.

SOME LIKELY CANDIDATES.

While the Doncaster meeting was in progress there was but little opportunity of paying heed to extraneous affairs. Now that there is time to "look around," we find several matters awaiting attention, and notably the acceptances for the Cesarewitch and Cambridgehire. The former race is only a month ahead of us so that it may be said to be almost ripe for discussion. Winners of the greatest of our long-distance handicaps are not prepared in a week or a fortnight. The candidates likely to play a prominent part in the contest can, even at this stage, be singled out with some degree of confidence. Of the forty-seven acceptances there are about a dozen whose chances are fairly good. Shall I name them? Here they are: Sandboy, Fammurabi and Fugleman, Wuffy, Golden Measure, Hammerkpp, Mintagon, Killigrew, Royal Dream, The Sage, Radium, and San Miniato. The two last-named are stable companions, and so are Fammurabi and Fugleman. Virtually, therefore, there are ten candidates for Cesarewitch honours in this list, and unless there is some fresh development in the course of the next week or two it probably includes the winner. I have not, it may be observed, written the name of Balinglass. Because he finished second to Wool Winder, he has, according to the quotation with which we are favoured from day to day, been made favourite. It would be interesting to know the status of the people who have been taking the absurdly short odds (that are said to have been accepted). Balinglass was not second best in the St. Leger; possibly he was not third best. He secured the second place because he was ridden out to the very end, whereas most of the other horses were eased when it was palpable that Wool Winder had the race in hand. I believe he had been pretty freely backed for a place. But if we go so far as to assume that Balinglass was second on his merits, he was still six lengths behind the winner, and he must, therefore, be a very moderate horse. Moderate three-year-olds do not as a rule win the Cesarewitch, even when they have only 6 st. 9 lb. to carry, and, as other writers have pointed out, it is highly improbable that a light-weight jockey will be able to get the best out of the son of Singlass and Sibola, who has yet to win his first race. I therefore leave him out of any calculations without the smallest compunction. If Major Loder is to win this year's Cesarewitch it will be by the aid of old Hammerkpp, who showed something like his old dash at Doncaster, when he finished second to Fugleman in the Rufford Abbey Handicap. She has 7 st. 10 lb. to carry this year, but when she won the Cesarewitch in 1905. Even so, I am afraid her prospects are none too bright. Fugleman escapes a penalty for his success at Doncaster, and meets Hammerkpp on 6 lb. better terms at Newmarket, so that he is almost certain to beat her again if called upon to do so. Should Darling prefer to rely on the Russian horse, Fammurabi, his choice will have great significance. Fugleman should also beat The Page at Newmarket. The latter was fourth to him at Doncaster, when receiving 13 lb. The Cesarewitch difference is only 8 lb. It may be, however, that the extra distance at Newmarket will suit The Page better, because he was running on at the finish of his last two races—the Ebor and the Rufford Abbey.

OTHER CANDIDATES.

So far, then, everything points to Fugleman. Let us take a glance at some of the others. Sandboy has, of course, precious little chance on form last year or this year; but supposing he has revived in the way warblers did under the care of Balho. Two years ago he carried 8 st. 9 lb. in the Ascot Stakes, and won comfortably. In the Cesarewitch he is asked to shoulder 10 st. This season he has won two small races. Much or little may be argued from this fact. We shall probably know more about Sandboy presently. Wuffy has virtually been penalized 6 lb. for his victory at York. Of course, he only just won there as the race was run, but my impression was that if he had obtained an opening earlier than he did he would have scored easily. He most certainly is a factor in the situation. Golden Measure is one of the candidates that can be relied upon to stay the course—by no means an inconsiderable qualification. Mintagon is called upon to carry 12 lb. more than he did when he won with such ridiculous ease last year. He has only been out twice this year. The first time he ran in the Great Metropolitan, but the course was a most unsuitable one for a horse of his build; the second time he competed for the Alexandra Plate at Ascot, but broke down. He soon got all right again, however, and has been doing long work for some time. There are more unlikely things than his winning the Cesarewitch again this year. Killigrew's chance has to be estimated on his form in the Northumberland Plate. Its value is not enhanced by the subsequent form of Hongkong and Dribani. Royal Dream must be a formidable competitor. He is a thorough stayer, as proved by his victory in the race for the Goodwood Plate, and he was a good fourth to Bridge of Canny at Doncaster last Tuesday. Moreover, he finished third in the Cesarewitch last year. Radium was second to Bridge of Canny on Tuesday last, but did not shape so well in the contest for the Doncaster Cup, although the weights were relatively the same. Does this mean that two miles is too far for Mr. Radium's horse? San Miniato did not distinguish himself in the Rufford Abbey Handicap, but he won the Summer Handicap over two miles at Newmarket, and on that showing has decided chance in the Cesarewitch with 6 st. 10 lb. There forth the present I will leave the problem. I shall have many opportunities of returning to the subject before it becomes necessary to express a final opinion. I shall also have to give up some remarks I have to offer with regard to the Cambridgehire. There is no immediate hurry. Indeed, a waiting policy is generally the best so far as the handicapper of the Hongkong Meeting is concerned. We are generally so something which is to guide us to a conclusion. If support of the statement it is only necessary to cite the names of Polymelus and Volody, the last two years' winners.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 17th at 12.05 p.m.—The barometer has fallen rapidly in E. Japan, owing to a depression which appears to be moving Eastwards to the N. of Hokkaido.
Pressure has increased slightly over N. China, and decreased moderately over the S. Loochoos and the Bonins. It remains low over the China Sea to the Southward of the Paracels. The highest pressure is now over N. China.
Fresh to strong N.E. and E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N.E. and E. winds, fresh; equally, showery.
2.—Formosa Channel, N.E. winds fresh to strong.
3.—South coast of China between Hongkong and Lamock, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 2.
Wagoner Newry, who has left London for a prolonged tour through Russia, China, and Japan, and other parts of the Far East, is the eldest son of the Earl and Countess of Killmoreno, and is in the 2nd Life Guards. He came of age about three years ago, and will eventually inherit his mother's fortune, as well as the family estate, the family seat in County Down. His only sister, Lady Cynthia Newry, was one of the year's debutantes.

Today's Advertisements.

PUBLIC AUCTION.

FROM THE INTERIOR OF CHINA.

A RARE AND VALUABLE COLLECTION OF
GENUINE, OLD CHINESE PORCELAIN,
IN ALL COLOURS AND SHAPES,
Comprising Specimens from the T'AMING, KANG HI, YUNG CHING, KIEN LOONG and Other Periods.
RARE JADES, CRYSTALS, AMETHYSTS, AGATES, BRONZES, EMBROIDERIES, &c.
Will be offered by the Undersigned at
PUBLIC AUCTION,
ON

Thursday and Friday,

the 24th and 25th October, 1907, commencing each day, at 11 A.M., at "THE CITY PALACE."

At the same time
A UNIQUE SELECTION OF FINELY CARVED IVORIES by well known Artists will also be offered For Sale.

On View from Monday, the 21st October, 1907.

TERMS:—As usual.
Catalogues will be issued.GEO. P. LAMBERT,
Auctioneer.

[923]

RUSSIA, CHINA, AND JAPAN.

A ST. PETERSBURG PAPER'S ALARM.

The Petersburg journal *Rech* draws attention to the situation in the Far East in an article entitled "The Danger in the East." The paper states that while the Russians are debating whether to build a second line to the Siberian Railway, or a new fleet, events are now taking place which will probably make all this discussion unnecessary. The Japanese Press, whilst discussing the new Russo-Japanese Treaty, say they fear that a war will break out between Russia and China. Travellers, business men, and other persons of standing, who have just returned from the Far East, state that the Japanese do not fear war between China and Russia, but are secretly aiding and abetting it. The following facts are a proof that serious events are expected to take place: Chinese merchants, bankers, manufacturers, etc., are commencing to leave Kharbin and Manchuria; they are returning to the interior of China, and are taking their valuables with them. Even the Chinese servants in the employ of the Russians are leaving their masters, and all say China is going to make war on Russia. Everyone believes this is the necessary consequence of a secret agreement between China and Japan.

AS BEFORE THE RECENT WAR.
The Russian possessions in Eastern Asia are again swarming with Japanese photographers, commercial travellers, and others. Everything is just as it was before the outbreak of the last war. The Chinese troops are being hastily organized after European and Japanese methods, but under the leadership of Japanese officers. All who have seen these new Chinese troops say that they are something quite different from the troops China equipped seven years ago. They constitute a force which is terrible, not only formidable on account of their training and numbers, but because they will fight in their own country. That China is arming with the greatest care is evident from the fact that they have refused to purchase the weapons the Japanese captured from the Russians, because they intend to have better arms than the Russians had.

The Japanese have established in Port Arthur several cadet corps, sufficient to accommodate 3,000 pupils. Chinese children are to be educated in these schools, not only in military sciences, but in the Pan-Mongolian spirit. As regards Port Arthur, both the town and the fortress are in the best condition, whilst the shore batteries have been equipped with new Japanese cannon. The Japanese have also reorganized their military forces with the help of the experience they have gained in the last war. They are forming twenty new divisions, and by substituting the three years' term of service for two, the strength of the Japanese army has been almost doubled.

"Rech" concludes by stating that it cannot help being alarmed at all these preparations, and wonders how long it will be before they have a new war in the East.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 17th at 12.05 p.m.—The barometer has fallen rapidly in E. Japan, owing to a depression which appears to be moving Eastwards to the N. of Hokkaido.
Pressure has increased slightly over N. China, and decreased moderately over the S. Loochoos and the Bonins. It remains low over the China Sea to the Southward of the Paracels. The highest pressure is now over N. China.
Fresh to strong N.E. and E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N.E. and E. winds, fresh; equally, showery.
2.—Formosa Channel, N.E. winds fresh to strong.
3.—South coast of China between Hongkong and Lamock, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 2.
Wagoner Newry, who has left London for a prolonged tour through Russia, China, and Japan, and other parts of the Far East, is the eldest son of the Earl and Countess of Killmoreno, and is in the 2nd Life Guards. He came of age about three years ago, and will eventually inherit his mother's fortune, as well as the family estate, the family seat in County Down. His only sister, Lady Cynthia Newry, was one of the year's debutantes.

Intimations

LAWSON

THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS



BY

STEINWAY,

HAAKE,

WINKELMANN,

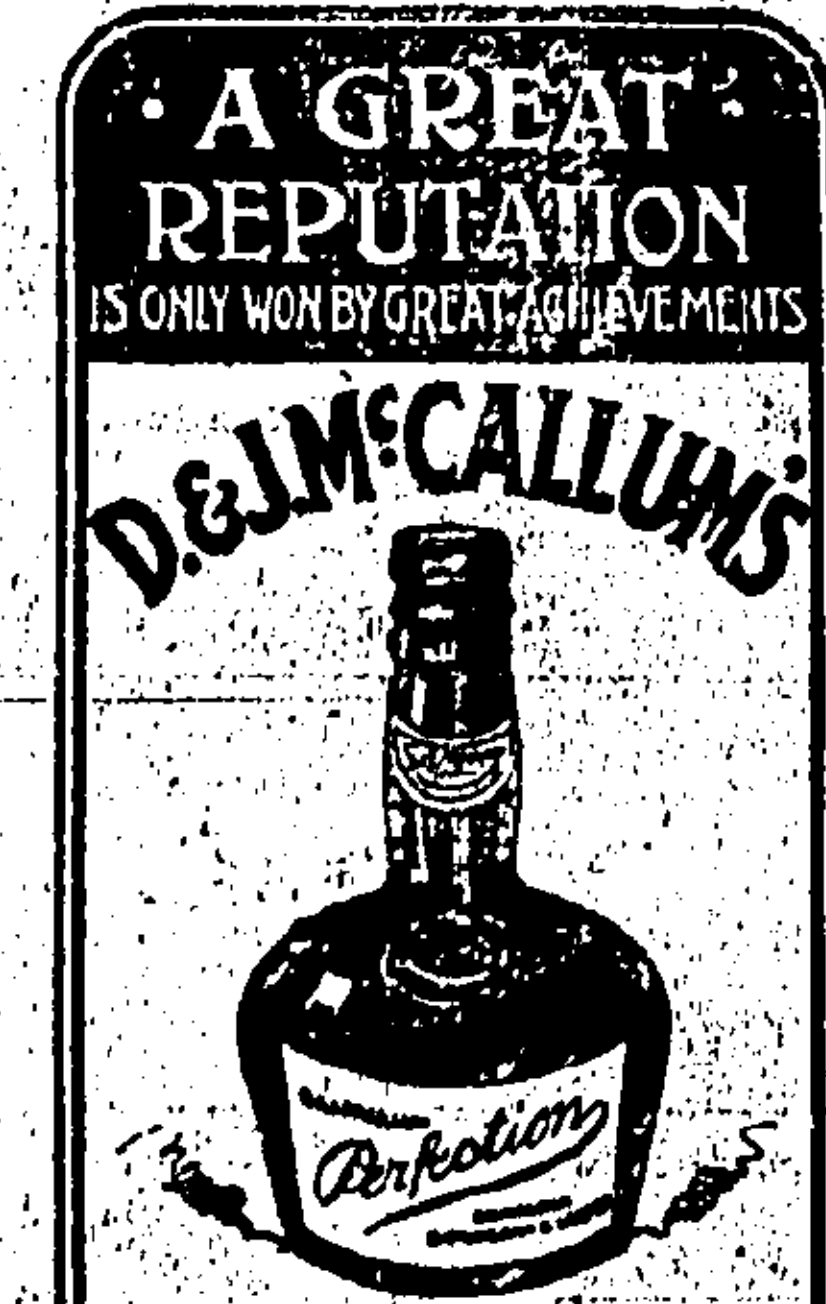
&c., &c., &c.

Prices from \$750.

Hongkong, 22nd August, 1907.

IF YOU KNOW A GOOD
"SCOTCH"
WHEN YOU TASTE IT YOU WILL
APPRECIATE THE MANY GOOD
QUALITIES
OF

D. & J. McCALLUM'S
"PERFECTION"
WHISKY.
IT IS ALL SCOTCH AND THE BEST OF
ALL SCOTCH.
WHAT MORE NEED BE SAID?
YOUR WINE MERCHANT HAS IT OR
WILL GET IT FOR YOU.



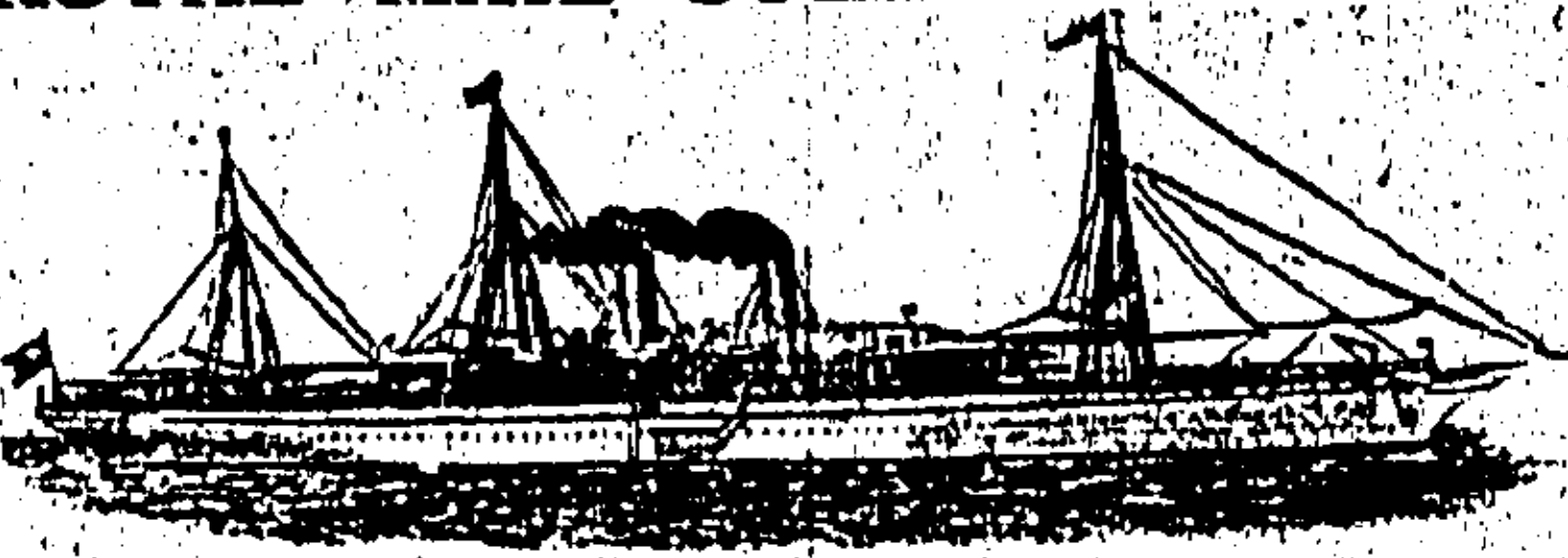
PERFECTION SCOTCH WHISKY

HAS A WORLD-WIDE REPUTATION
FOR EXCELLENCE OF QUALITY
FOUNDED ON THE EXPERIENCE
OF ITS CONSUMERS.
That is Why
WHEN ONCE TRIED IT IS ALWAYS
PREFERRED TO OTHER BRANDS
SIMPLY A CASE OF QUALITY &
FLAVOUR.

SOLE AGENTS
H. PRICE & CO., LD.,
WINE MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 16th October, 1907.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration.)	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTEAGLE"	6,163	WEDNESDAY, Nov. 6th	Nov. 30th
"EMPRESS OF JAPAN"	6,000	THURSDAY, Nov. 21st	Dec. 9th
"EMPRESS OF CHINA"	6,000	THURSDAY, Dec. 10th	Jan. 6th
"EMPRESS OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patrial "EMPRESS" Steamships, 14,500 tons register. The through route to LIVERPOOL being 22 days, from YOKOHAMA, and 30 days from HONGKONG.

Steamers, and 1st Class on Railways, via St. Lawrence River Lines or New York & New England.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China and Japan.

Hongkong, 26th September, 1907.

Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	CHONGKING	FRIDAY, 18th Oct., Noon.
MANILA	YUENANG	FRIDAY, 18th Oct., 4 P.M.
SCAPPORE, PENANG & CALCUTTA	KUTSANG	SATURDAY, 19th Oct., Noon.
TIENSIN	CHONGKING	TUESDAY, 22nd Oct., 4 P.M.
SCAPPORE, PENANG & CALCUTTA	KUTSANG	THURSDAY, 24th Oct., Noon.
MANILA	YUENANG	FRIDAY, 25th Oct., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 65	\$ 100
Penang	85	150
Calcutta	165	250

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Oboes, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 17th October, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI & CHINKIANG	"BOOHOW"	18th Oct., 4 P.M.
LOILO and CEBU	"KAIPOH"	18th Oct., "
NINGPO & SHANGHAI	"KUIKIANG"	19th Oct., "
CHEFOO & NEWCHANG	"KWEIYANG"	19th Oct., "
HOIHOW and HAIPOHONG	"OHOLI"	20th Oct., daylight.
MANILA	"TAMING"	22nd Oct., 4 P.M.
TIENSIN	"KUIHOW"	23rd Oct., "
MANILA, ZAMBOANGA & COLONIES	"TAIYUAN"	26th Oct., "
SWATOW & SHANGHAI	"SHAHSING"	26th Oct., "
SWATOW & SHANGHAI	"YOOHOW"	1st Nov., 4 P.M.
KOBE	"TSLAN"	25th Oct., "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th October, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamer between Hongkong and Manila.—Saloon stidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 19th Oct., 1907.
RUBI	2540	Almond	"	SATURDAY, 26th Oct., 1907.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 17th October, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast.)

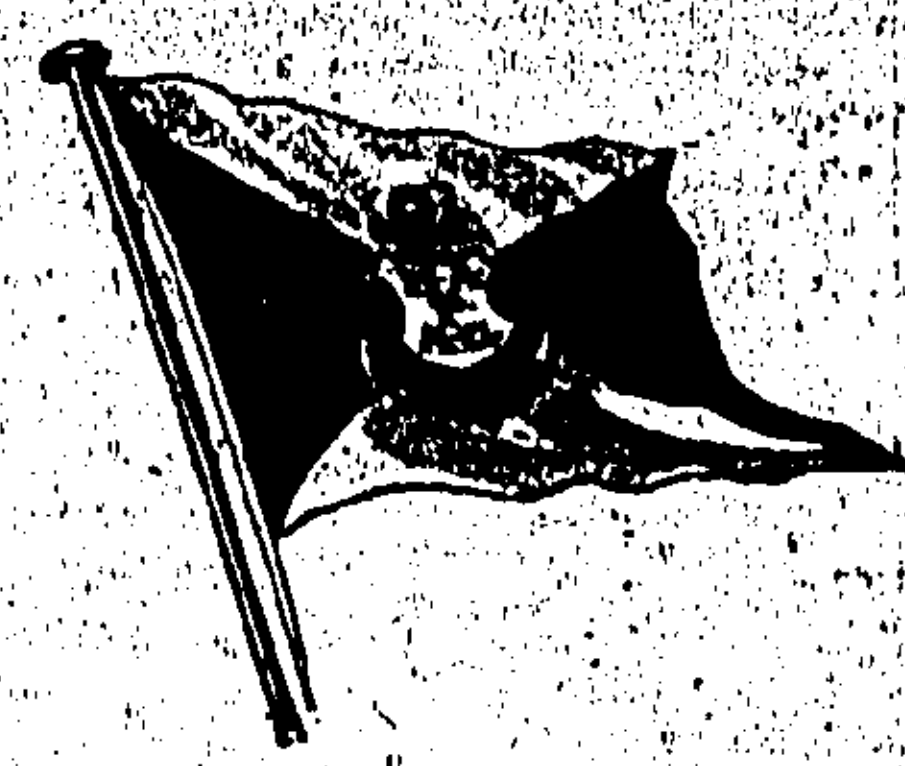
Steamship To sail "OCEAN MONARCH" On the 2nd November, 1907.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 17th September, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

SILESIA 2nd Nov.
SCANDIA 2nd Dec.
Hongkong, 10th October, 1907.

Homeward.

HOHENSTAUFEN 30th Oct.
SILESIA 11th Dec.
SCANDIA 8th Jan., 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Kumari	6,232	D. Baird	25th Oct.
Shawmut	9,666	E. V. Roberts	6th Nov.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. *Shawmut* and *Troms* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Building, Hongkong, 4th October, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE,"

Captain Helms, will be despatched at above, on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 1st October, 1907.

FOR VLADIVOSTOCK.

THE Steamship "GULF OF VENICE"

will be despatched for VLADIVOSTOCK (via SHANGHAI), on or about 30th October.

For Freight and further Particulars, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 10th October, 1907.

TOYO KISEN KAISHA, SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail KATHERINE PARK, 6,000 About End of Nov. (Sometimes in March, 1908.) KASATO MARU, 6,100

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to K. MATSUDA, Manager, York Building, Hongkong, 12th October, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. S.S. " "

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 5th October, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers "KWONG TUNG" Capt. H. W. WALKER. "KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening; (Saturday excepted).

Leave Canton for Hongkong at 5:30 every evening; (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4. Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

For Sale.

KUHN & KOMOR'S ART CURIOS STORE

will be REOPENED on the 7th inst., at No. 13, QUEEN'S ROAD (under Connaught Hotel).

AND A CLEARANCE SALE at GREATLY REDUCED PRICES will be held to the END OF THIS MONTH. INSPECTION CORDIALLY INVITED.

Hongkong, 2nd October, 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE, Manager.

Hongkong, 22nd June, 1907.

SELF CURE NO FICTION! MARVEL UPON MARVEL!

NO SUFFERER NEED NOW DESPAIR, but with a doctor's bill of fall up into the deep ditch of quackery, may safely speedily and surely cure himself without the knowledge of a good party. By the introduction of THE NEW PRINCE REMEDY.

THE PRINCE REMEDY No. 1—A Sovereign Remedy for discharges, suppurating, inflamed, itchy, and sore, and all other diseases of the urinary tract, and all other diseases of the urinary tract, and all other diseases of the urinary tract.

THE PRINCE REMEDY No. 2—A Sovereign Remedy for primary and secondary skin diseases, including eczema, psoriasis, and all other diseases of the skin, and all other diseases of the skin, and all other diseases of the skin.

THE PRINCE REMEDY No. 3—A Sovereign Remedy for all diseases of the blood, including leucemia, chlorosis, and all other diseases of the blood, and all other diseases of the blood, and all other diseases of the blood.

THE PRINCE REMEDY No. 4—A Sovereign Remedy for all diseases of the nervous system, including hysteria, neuritis, and all other diseases of the nervous system, and all other diseases of the nervous system, and all other diseases of the nervous system.

THE PRINCE REMEDY No. 5—A Sovereign Remedy for all diseases of the digestive system, including indigestion, dyspepsia, and all other diseases of the digestive system, and all other diseases of the digestive system, and all other diseases of the digestive system.

THE PRINCE REMEDY No. 6—A Sovereign Remedy for all diseases of the respiratory system, including asthma, bronchitis, and all other diseases of the respiratory system, and all other diseases of the respiratory system, and all other diseases of the respiratory system.

THE PRINCE REMEDY No. 7—A Sovereign Remedy for all diseases of the circulatory system, including aneurysm, arteriosclerosis, and all other diseases of the circulatory system, and all other diseases of the circulatory system, and all other diseases of the circulatory system.

WEATHER-FORCASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station, a Palm Staff for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and UM indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to ships leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cape Rock Aberdeen.

Waglan Sai Ki Wan.

Stanley Sai Kung.

Cape Colinson Sha Tau Kok.

Tai Po Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light Houses.

F. G. FLOOD, Director.

16th July, 1907.

WIND SPOOK STORY.

DANCING FURNITURE AND GRIM VISITANTS.

Some weird experiences of a doctor in good practice in the West-end of London are related by Mr. Lokier Gibberton in the current number of the *Ocean Review*. The doctor—Dr. MacDonald—is described as an astute and level-headed Scot who has never dabbled in spiritualism. He has been investigating most unaccountable happenings at the house of some friends—the Thompsons.

Disturbances began as far back as July, 1895, when articles of furniture were moved about, lifted up and down, and carried from place to place without any visible human agency. One servant had been dismissed for persisting in the statement that "somebody" appeared to her in her room at night, but each of her successors made the same complaint, and matters began to get lively.

TERRIFIED SERVANTS LEFT.

Some of the servants were so terrified that they left at once. They declared that a big animal would come rushing into the room, jump on the bed, and tear the bed-clothes. At other times an old man appeared, and would lift the occupants up and drag them away.

On more than one occasion one of the maids was dragged out with the mattress on which she was lying, taken down two flights of stairs, and left outside the door of her mistress's room.

This was really too bad. Mr. Thompson watched and searched the house at all hours—but found nothing.

In desperation, he decided to call in the police. A burly detective arrived from Scotland-yard, and as he listened to Mr. Thompson's thrilling tale he smiled grimly.

"All trickery and nonsense," he said scornfully. "We shall soon put that right, sir!"

LOOKING VERY PALE.

"I shall be very pleased if you can clear it up," said Mr. Thompson. "I will give you three months to do it in, and pay you handsomely."

"I'll do it in three hours," said the officer in buoyant tones.

But he didn't. In less than half an hour he came downstairs looking very pale and disheartened.

"What has happened?" asked everybody at once. "Oh," blurted out the detective in an angry tone. "There is no use my wasting time here. I can do nothing for you. I believe it's all humbug!"

"What did you do?" asked Dr. MacDonald. "I went about the work in the ordinary way," replied the Yard man, somewhat sheepishly. "I searched the place thoroughly, right up to the attic, but couldn't find any clue. I waited about in that attic, which they say the noise has been, but was quiet. So I set down my butt on the table and waited, intending to make a comfortable job of it for the night."

ASSAULTED WITH HIS OWN SLIPPER.

"I laid my revolver on the table, and then I took my slippers from my pocket and laid them on the floor beside me. I had begun to take off my boots when one of the slippers flew up and gave me a stinging whack on the side of the head."

"Then I thought it was time to clear out. I can tackle anything that I can see; but this is beyond me!"

So the scared detective left, and other means were tried to solve the mystery. Mr. Thompson and his son—both armed—watched one beautiful moonlight night. As they stood looking round the room where the "old man" had played his pranks, they were amazed to see a broad shallow bath "rise up and go flapping and wriggling about like a living creature."

Buying		
4 months' sight L/C.....	2 1/4	2 1/4
6 months' sight L/C.....	3 1/4	3 1/4
30 days' sight San Francisco & New York.....	5 1/2	5 1/2
4 months' sight do.....	5 1/2	5 1/2
30 days' sight Sydney & Melbourne.....	7 1/2	7 1/2
4 months' sight France.....	7 1/2	7 1/2
6 months' sight do.....	7 1/2	7 1/2
4 months' sight Germany.....	7 1/2	7 1/2
Bar Silver.....	28 1/2	28 1/2
Bank of England rate.....	48 1/2	48 1/2
Bank of France.....	38 1/2	38 1/2
Sovereign.....	9 1/2	9 1/2

Arrivals:

Clearances at the Harbour.
Chiyeen, for Canton,
Triumph, for Swatow,
Palembang, for Canton,
Tyibodas, for Amoy,
Kuichow, for Swatow,
Arctida, for Shanghai.

Department of
Oct. 17
Tibboda, for Amoy.
Porwari, for Kwong-how-wan.
Nanshan, for Swatow.
Alders, for Baltimore.
Ithaka, for Canton.
Nanshan, for Swatow.
Chiyun, for Canton.

Passengers arrived.
Per *Hiena*, from Swatow—Wife, d. Stadt;
and 250 Chinese.

Per Arcadia, for Hongkong from Bombay—
Lieut. de Silva, and Mrs. Kavvara. From
London—Mrs. and Miss Hu Phreys, Messrs.
Hyland, Pelling, Anderson, Elliott, and Mr.
and Mrs. Ward. From Colombo—Mr. Hum-
phreys. From Singapore—Dr. Pepper, Messrs.
Layke, Kong, Mr. and Mrs. Sein Boon, Messrs.
Chin Boon and Tek Pian. For Shanghai from
Bombay—Mr. Leach. From London—Mr.
King, Mr. and Mrs. Graham, child and infant,
Messrs. Waring, Curdiss, and Westinghouse.
From Malacca, Linton, Linton, Wilfred, Fer-
rand, and Menzies. From Malacca—Mr. Patter.
From Singapore—Messrs. Wan Ha, D. White,
and Hun's native servant. From London for
Manila—Mr. Macrea.

Per Hitachi Yaku, from London, &c., for
Hongkong—Miss Anderson, Mrs. McCracken,
Mrs. E. Williams and child, Messrs. J. Gordon,
A. E. Hardy, Mrs. E. Croswick, Mr. U. G.
White, Mr. and Mrs. R. Wilks and 4 children,
Miss E. Wilks, Messrs. Low, Thom, Low, Lay-
ce, C. Peterson and Sheng King. For Kobe—Mr.
M. Iwamura, Mrs. N. Yashida, and Mrs. D.
Uchida. For Yokohama—Admiral Baron and
Baroness Yamanouchi. Mr. E. L. James, Yash-
ida and Mrs. N. Okoshi, Miss and Master Okoshi,
Mr. D. Fukuzawa, Misses E. James, C. Yoshi-
bara, L. Ruse, Mrs. Schlieber, Major and Mrs.
Lewther and child, Capt. and Mrs. Bishopp,
Messrs. P. Bern, A. Barten and W. Bloomfield.

Shipping Reports

Str. *Chiyuen*, from Shanghai:—Strong N.E. monsoon port to port.

Str. *Joskin Marx*, from Tamsui:—Strong N.E. winds and high sea.

Str. *Palawan*, from Pladjoe via Pulo Sambo:—Fine weather till the Paracels islands afterward experienced a rather strong N.E. monsoon.

STEWART

Antiochus, Br. s.s., 5,49^o, G. D. Keay, 5th
Oct.—Tacoma via Forts 20th Sept., Gen.
—B. & S.
Childs, Nor. s.s., 1,102, A. / J. Goulden, 12th
Oct.,—Bangkok 4th Oct, Gen.—N. Y. K.
Daguerre, Ger. s.s., 1,000, J. / J. Goulden, 14th
Oct.,—Singapore 4th Oct, Rice—M. & Co.
Dell, Gen. s.s., 726, J. / Leuss, 3rd Oct.,—Bang-
kok 26th Sept, Rice—M. & Co.
Empress of India, Br. s.s., 3,332, E. Beetham
R.M.R., 22nd Sept.,—Vancouver (C.R.) 3rd
Sept., and Shanghai 10th, Flour, Mail
and Gen.—C. P. R. Co.
Foonchow, Br. s.s., 1,277, J. / Davies, 6th Oct,
Gen.—15th Oct., Gen.—R. & S.
Glennary, Br. s.s., 1,000, J. / Douglas, 16th Oct.
—London and Singapore 10th Oct, Gen.
—M.C.G. Bros. & Gow.
Halmum, Br. s.s., 656, A. J. Robson, 16th Oct.
—Foonchow 13th Oct., Amoy 14th and
Swatow 16th, Gen.—D. L. & Co.
Hengkong, Fr. s.s., 742, A. Cornellinsen, 16th
Oct.,—Hapfong 13th Oct., and Hoïhoi
14th, Gen.—M. & Co.
Hondo, Maru, Jap. s.s., 3,447, W. C. T. G.
Filmer, 14th Oct., San Francisco 12th
Sept., Honolulu 10th, Yokohama and Oct.
Kobe 4th, Nagasaki 1th, and Manila 14th
Mail and Gen.—T. K. R.

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.			
H.M.S. Hart.....	at	Kowloon Dock	
Rajaburi	19	19	11
Dell	19	12	11
Mauban	19	12	11
Sainam	19	12	11
Lyndhurst.....	at	Cosmopolitan	11

1. *Phragmites australis* (Cav.) Trin. ex Steud.

10th September—*Hakata Maru*, *Briggovila*,
Zieten, Dresden, Baron. 13th September—
Promachus, *Salazie*, *Stentor*, *Asama*, *Jasen*,
Stentor, *Stentor*, *Stentor*, *Stentor*, *Stentor*,
Albano, Dendichie, Simla, Orrell, Rogg,
Scandin. 20th September—*Carpedon*, *Rivis*,
Simons, *Renlondom*, *Moyns*, *Hilachi Maru*,
Pine Suay, *P. R. Luitfold*, *Sade Maru*, *Acaru*,
Silhonla. 24th September—*Atholl*, *Verona*,
Senegambia. 27th September—*Achilles*, *Kintuck*,
Polynastien. 1st October—*Ambrida*, *Benedi*,
Katka, *Pakhan*, *Sadon*, *Yegovla*. 4th October—
Arckin, *Bago Maru*, *Sheikh*, *Kanagawa*,
Stentor, *Stentor*, *Stentor*, *Stentor*, *Stentor*,
Palermo. 8th October—*Silesia*, (Ger.)
Habzburg. 11th October—*Calchak*, *Gleniglan*,
Oopack, *Saxonia*, *Laeritz*, *Syria*, *Tourane*,
Arizvita at Home. 10th September—*Colombo*
Maru. 13th September—*Willehad*,
17th September—*Ceylon Maru*, *Salazie*,
Zieten, *Hakata Maru*. 20th September—*Nyanza*,
27th September—*Sade Maru*, *Stentor*, *Prinz*,
Recent, *Luitfold*. 1st October—*Polynastien*,
Scandin. 2nd October—*Simla*. 8th October

The British Post Office at Tientsin will not be closed, but will remain open.

A Mail will close for:—

Swatow, Amoy and Foochow—Per *Halmun*, 18th Oct., 8 A.M.

Swatow, Amoy, Foochow and Shanghai—Per *Sosha Maru*, 18th Oct., 8 A.M.

—Per Acadia, 18th C
Per Clarendon, 18th C

Shanghai.—Per *Chongking*, 16th Oct., 11 A.M.
Singapore.—Per *Antilrhous*, 18th Oct., 11 A.M.
Macao.—Per *Sui Tai*, 18th Oct., 1.15 P.M.
Cebu and Iloilo.—Per *Katjong*, 18th Oct., 3 P.M.
Manila.—Per *Yuensan*, 19th Oct., 3 P.M.
Hoibow and Haiphong.—Per *Chihli*, 18th Oct., 5 P.M.
Rakhoi and Haiphong.—Per *Amigo*, 18th Oct., 5 P.M.
Macao.—Per *Sui An*, 19th Oct., 7.30 A.M.
Manila.—Per *Zafra*, 19th Oct., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama and Seattle, (Wash.).—Per *Minnesota*, 19th Oct., 10 A.M.
Singapore, Penang and Calcutta.—Per *Kuising*, 19th Oct., 10 A.M.
Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.—Per *Hongkong Maru*, 19th Oct., 10 A.M.
Europe, R., India, via Tuticorin.—Per *Oceanic*, 19th Oct., 11 A.M.
Macao.—Per *Sui Tai*, 19th Oct., 12.15 P.M.
Chefoo and Newchwang.—Per *Kueiyang*, 19th Oct., 3 P.M.
Macao.—Per *Heungshan*, 19th Oct., 4.45 P.M.
Swatow, Amoy and Tamsui.—Per *Joshin Maru*, 20th Oct., 8 A.M.
Macao.—Per *Heungshan*, 20th Oct., 8.15 A.M.
Minnan.—Per *Sui Tai*, 20th Oct., 9 A.M.
Macao.—Per *Sui An*, 21st Oct., 7 A.M.
Macao.—Per *Kinsang*, 21st Oct., 8.15 A.M.
Macao.—Per *Sui Tai*, 21st Oct., 12.15 P.M.
Macao.—Per *Sui An*, 22nd Oct., 7 A.M.
Macao.—Per *Kinsang*, 22nd Oct., 8.15 A.M.
Macao.—Per *Sui Tai*, 22nd Oct., 12.15 P.M.
Manila.—Per *Taming*, 22nd Oct., 3 P.M.
Tientsin.—Per *Chikping*, 22nd Oct., 3 P.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar.—Per *Tjikini*, 22nd Oct., 3 P.M.
Mac O.—Per *Sui An*, 23rd Oct., 7.30 A.M.
Europe R., India, via Tuticorin.—Per *Kleef*, 23rd Oct., 11 A.M.
Macao.—Per *Sui Tai*, 23rd Oct., 1.15 P.M.
Singapore, Penang and Calcutta.—Per *Kuising*, 24th Oct., 11 A.M.

Oct. 3 P.M.

Manila—Per *Loongsang*, 25th Oct., 3 P.M.
 Manila—Per *Rubi*, 26th Oct., 10 A.M.
 Port Darwin, Thursday Island, Cooktown,
 Cairns, Townsville, Brisbane, Sydney, Hobart,
 Launceston, New Zealand, Melbourne, Adelaide
 and Perth—Per *Empire*, 27th Oct., 10 A.M.
 Samarang and Sourabaya—Per *Onsang*, 26th
 Oct., 2 P.M.
 Manila, Zamboanga, Port Darwin, Thursday
 Island, Cooktown, Cairns, Townsville, Bris-
 bane, Sydney, Hobart, Launceston, New Zea-
 land, Melbourne, Adelaide and Perth—Per
Tatyan, 26th Oct., 3 P.M.
 Europe, &c., India *vi* Tuticorin—Per
Varra, 29th Oct., 11 A.M.
 Swatow and Shanghai—Per *Shaoching*, 19th
 Oct., 5 P.M.
 Nagasaki, Kobe, Yokohama, Honolulu and
 San Francisco—Per *Korea*, 31st Nov., 11 A.M.
 Swatow and Shai-ghi—Per *Yochow*, 1st
 Nov., 3 P.M.
 Simpsonghafen, Fr. Wilhelmshafen, Herbert-
 shafen, Port Darwin, Cooktown, Cairns, Town-
 ville, Brisbane, Sydney, Hobart, Launceston, New
 Zealand, Melbourne, Adelaide and Perth—Per
Prins Wildemar, 7th Nov., 11 A.M.
 Kobe—Per *Tsisan*, 25th Nov., 3 P.M.

MAILS: HOMEWARD.

Parcels for the United Kingdom—VIA GIBRALTAR—posted up to 5 p.m. on Friday the 1st November, are due in London about the 7th of December, and those posted up to 5 p.m. on Friday, the 15th November, are due in London on the 21st December.

With an additional fee of 60 cents, parcels may be forwarded via BRINDISI and if posted before 5 p.m. on the 15th November, would

company the latter mail, due in London on the 16th December.

Parcels intended for New Year's delivery should also be forwarded by the mail of the 15th November, as the next parcel mail of 20th November is not due in London till the 4th January, 1908, unless they are posted to be forwarded *overland via BRITANNIA*, in which case an additional fee of 60 cents must be paid, such parcels are due in London about the 30th

December.

The rates of postage on ordinary parcels are as follows:—

For a parcel not ex'c'ing	3 lbs. in weight	60 cts.
" " "	7 lbs. "	\$1.20 "
" " "	" "	\$1.80 "

Under no circumstances will parcel weighing over 12 lbs. be forwarded.

All parcels containing jewellery or any article of gold or silver *must* be insured, all insured parcels *must* be sealed. The snail must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

Abraham, E. S.
 Adams, P. R.
 Aftalion, A.
 Aitchhouse, J.
 Battiscombe, H. G.
 Baune, A. W.
 Beattie, R. B.
 Beckwith, R. J.
 Belling, S.
 Birney, Miss
 Blunn, A. B.
 Brayfield, T.
 Carpenter, E. W.
 Carter, A.
 Colvin, H. E.
 Cook, A. A.
 Cruickshank, J.
 Curry, George
 Cieskenberger, Mrs. H.
 Clemenman, W.
 Coaster, Th.
 Crebriel, R. M.
 Fairchild, H. B.
 Falconer, P. J.
 Fisher, H. G.
 Franklin, C. B.
 Frost, B. L.
 Fuller, Denman
 Fuller, S. J.
 Gibb, J.
 Gordon, Mrs. F.
 Gorell, C.
 Hall, Capt. T.
 Harding, R.
 Hewitt, Hon. Mr. and
 Mrs. E. A.
 Howard, E.
 James, Capt. R.
 Joki, P. P. F.
 Joseph, M. R.
 Licht, Mrs. B. and
 child
 Logan, W.
 Lühring, E.
 Marriott, Dr. O.
 McIntosh, G. C.
 Moore, R. S.
 Newborn, R. H.
 Ortiz, Mr. and Mrs. and
 3 children
 Powell, W. A.
 Preshaw, C. M.
 Prieto, Mrs., child and
 nurse
 Pugh, A. J.
 Ralphs, E.
 Ray, E. H.
 Spurge, H. S.
 Spittles, J.
 Stadt, F. A. van de
 Stebbing, W. S.
 Stevens, Rev. A.
 Taylor, Hon. Mr. and
 Mrs. H. A.
 Topliss, H. J.
 Trezise, C. G. N.
 Tricker, C. H.
 Tuilidge, G. W.
 Waite, H. E.
 Watkins, C. E.
 Watkins, Miss R. E.
 Williams, Capt. & Mrs.
 C. J.
 Williams, J. T. L.
 Wishart, T. B.
 Wishart, L. J.
 Wood, G. D.
 Woods, J. D.

...and the

Austin, Capt.
Billings, Mrs. E. H.
Blum, M.
Bramley, Harry
Block, Mr. and Mrs. J.
 and family
Correl, Mr. and Mrs.
 and child
Corse, Jr., Mrs. & Mrs.
 G. H.
DeLaney, L. S.
Dickinson, A. R.
Felvas, Dr. C. P. D.
Green, T. C. M.
Hamelt, Mrs. B. A.
Hamelt, Master A.
Hanway, Miss
Hayway, Mrs.
Harmar, Mr. and Mrs.
Heister, Miss
Hickid, Mr. and Mrs.
Horning, A.
Hugline, Miss H. E.
Ingenohl, C.
Jack, Mrs. C. M.
Jorge, Mr. and Mrs. F.
 J. V.
Joseph, J. E.
Katach, R. A.
Leister, F.
Macomber, Mrs.
Marshall, J.
Maylin, Miss C.
Mee, Timothy
Newcom, Mr. and Mrs.
 and child
Nicholson, D. M.
Norone, I.
Pasmotta, Mrs. W. C.
Peacock, Miss Annie
Petch, N. I.
Puey, Nai
Scott, Mrs. James
Scott, Master G.
Scott, Master R.
Silverstone, Mr. & Mrs.
 S.
Silverstone, Arthur H.
Silverstone, M. L.
Silverstone, M. S.
Smith, Mrs. A. G.
Square, Miss G.
Stevenson, D. V.
Stevenson, I. Comdr.
 and R.
Todd, I. V.
Tuchanski, J. R. de
Tuchanski, Mrs. C. de
Vlavecano, Capt. G.
Vo ady, Phay
Wade, C. S.
Williams, Mr. & Mrs.
Williams, Miss
Williams, R. D.

Lamb.

Barnes, R. L.	Law, E. May
Bayers, Chas. J.	Lawrence, F.
Behler, L. A.	Lawson, J. J.
Birr, C. E.	Leon, Senor Bartolome
Blackmore, F. W. G.	Leiro, Alfredo
Bunck, Mr. and Miss	Lewis, Jas. C.
Bolmansson, Mr. and	Lyons, Rev. and Mrs.
" " " "	" " " " " "
" " " "	" " " " " "
Brooks, Mrs.	" " " " " "
Burdette, Benj	North, Lieut. A., (Phi-
Bush, J.	" " " " " "
Caldeville, Dr. Geo. P.	" " " " " "
Chokler, A.	Parish, Mrs. M.
Coates, Mr. and Mrs.	Peterson, J. B.
Cusick, Lieut. A. B.	Pearson, R. W.
Dashiell, Capt. Wm.	Phillips, Mr. and Mrs.
" " " " " "	" " " " " "
" " " " " "	" " " " " "
Dietrich, Mr. and Mrs.	Pittman, Miss Rosa
" " " " " "	Price, Capt. Sedgwick
Dusley, Miss R.	" " " " " "
Feist, Mrs. R.	" " " " " "
Fraser, J. J.	" " " " " "
Geagle, Dr. C. H.	" " " " " "
Graw, E. W.	Smith, E. E.
Herbert, C.	Souza, Dr. E. L.
Hickman, William B.	Stein, Mr. and Mrs.
Hillsbrand, M.	" " " " " "
Holz, John G.	Sutton, Miss M. A.
Horstmann, H.	Tamer, Geo. E.
Hurlington, Hon. J. D.	Thomas, Mr. and Mrs.
	" " " " " "

mes, D. W. Vilez, Senor Nicholas
nchela, Mrs. Williams, Capt. A. E.,
night, Dr. R. F. (24th Infantry)
obler, Rev. and Mrs. Wong Hung Kaval
E. W. Young, J. D.

PRAX.

Johnson, Mrs.
Fair, Mr. and Mrs. D.
K.
Jewham, Capt.
Ponson, Honi and Mrs.
W. A.
Kest, J. A., Col.
Kendall, A. B.
Kendall, C. S., H. E.
Martin, E.
Major General K. G.
Mather, Mrs.
Mast, E.
McCoferry, Mr. & Mrs.
Mitchell, R.
Moss, D. K.
Oster, D. and Mrs.
Pereira, Consul & Mrs.
Perkins, Mr. and Mrs.
J. L.
Reid, Lieut.-Col.
Reinher, F. von
Rissland, H.
Ross, Major H. J.
Sargent, M.
Sayer, G. W.
Sinclair, A.
Smith, A. Fiedny
Stellin, Mr. and Mrs.
Synnot, Capt. A. Hart
Watkins, Mr. and Mrs.
Ward, A. F.
Willard, D. & Mrs.

Mrs. F. Hollingsworth

James, M. and Mrs. F.	Thomsgeworn, M. & Mrs.
R. J.	
ent, Mrs. H.	Jones, Dr. and Mrs.
nnar, Mr. and Mrs.	Evan
J. W. C.	Smith, Crowther
lothier, Mr. and Mrs.	Smith, M. and Mrs.
H. W.	Grant
ar on, F. H.	Smith, Percy
nson, Misses (2)	Simmis, H. G.
ittins, A.	Wright, R. J. L.

Richardson

H. T. and children
Take, M.S., Capt. and
Mrs. A.
Zweiger, Mr. and Mrs.
and children

THE BRITANNIC MUSEUM, 1, WHITE COURT, LONDON, E.C. 4

NAMR.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch vessel	700	4	3,000	Commander E. La T. Leatham	Yangtze
Alaraca	cruiser, 2nd class	4,365	10	7,000	Captain C. L. Vaughan-Lee	Hongkong
Bedford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Hongkong
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Shanghai
Brimstone	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Hongkong
Codrus	sloop	1,070	6	1,400	Commander B. L. Majendie	Shanghai
Cerberus	water tank and tug	390		100		Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Raikes	Min River
Cornwall	torpedo boat destroyer	306	5	5,700	Lieut.-Commander A. L. Gresson	Hongkong
Crom	cruiser, 2nd class	4,360	10	7,000	Captain Roland Nugent	Hongkong
Handy	torpedo boat destroyer	275	6	4,900	Lieut.-Commander W. H. Darwall	Hongkong
Hart	torpedo boat destroyer	275	6	4,900	Lieut.-Commander Dickens	Hongkong
Haur	torpedo boat destroyer	285	6	5,900	Lieut.-Commander C. G. Fremantle	Hongkong
Hawke	cruiser, 1st class	9,800	14	22,000	Captain S. V. V. de Horsey	Hongkong
Hent	cruiser, 1st class	14,100	18	39,000	Captain C. F. Thursby	Cruising
King Alfred	river gunboat	616		1,200	Lieut.-Commander Percy Crabtree	Yangtze
Kingsha	surveying ship	1,070	6	1,400	Commander F. H. Waller	Kudat
Merlin	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tulke	Hongkong
Monmouth	river gunboat	180	2	800	Lieut.-Commander Robert E. Vaughan	Hongkong
Moorehen	torpedo boat destroyer	319	6	6,300	Lieut.-Commander J. Kiddie	Hongkong
Myer	river gunboat	85	2	240	Lieut.-Commander C. C. Wallace	West River
Nelson	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	West River
Paradise	river gunboat	85	2	240	Lieut.-Commander S. H. Tennyson	Yangtze
Snipe	torpedo boat destroyer	250	6	6,500	Boin W. Strath	Hongkong
Taku	receiving ship	4,650	6		Commander R. H. S. Stokes	Hongkong
Tamar	river gunboat	180	2	800	Lieut.-Commander H. R. Godfrey	Yangtze
Ten	river gunboat	710	6	900	Lieut.-Commander R. M. R. West	Shanghai
Thistle	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	Hongkong
Tirako	surveying ship	620	4	450	Commander R. W. Glennie	Swatow
Waterwitch	torpedo boat destroyer	366	6	5,000	Lieut.-Commander H. B. Cox	Hongkong
Whiting	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtze
Widdow	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtze
Woodcock	river gunboat	150	2	550	Lieut.-Commander Jas. F. Knox	Yangtze
Woodlark						

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT.
Archéron	armoured gunboat	1,721	8	1,600	Lieut. Faure	Saigon
Adour	receiving-ship	—	—	—	Lieut. Du Merle	Hainan
Alger	2nd class cruiser	4,325	20	8,000	Commander Fournier	Shanghai
Alouette	torpedo-depot	506	—	—	Commander Kérihuel	Saigon
Argus	river gunboat	180	6	1,150	Lieut. Audouard	Si-kiang (Canton)
Arius	armoured cruiser	4,811	16	8,750	Captain Rochas	Chao
Arctide	gunboat	647	12	900	Lieut. Le Blanc	Y-tse-kiang (S'ha)
Arcticaux	1st class cruiser	8,123	26	14,500	Capt. Lecoq	Kobe
Esturgeon	sub-marine	—	—	—	Lieut. Combet	Saigon
Franco	destroyer	303	7	7,000	Lieut. Thierry	Saigon
Henri Rivière	river gunboat	141	5	160	Lieut. Meha	Haiphong
Lynx	sub-marine	—	—	—	Lieut. Guessel	Saigon
Manche	surveying-ship	1,512	10	800	Commander Ragot de la Touche	Saigon
Mosquet	destroyer	303	7	7,000	Commander de la Roche Karandron	Saigon
Oly	river gunboat	105	6	701	Lieut. Doe de Mairdeville	Y-tse-kiang (T'king)
Peiho	river gunboat	130	3	380	Lieut. Marchand	Tongku
Perle	sub-marine	—	—	—	Lieut. Hubert	Saigon
Picotelet	destroyer	303	7	7,000	Commander Monténiel	Hongay
Proton	sub-marine	—	—	—	Lieut. Morris	Saigon
Redoutable	battleship, reserve	9,330	39	6,500	Capt. Passerat de Silans	Saigon
Rex	armoured gunboat	1,721	8	1,600	Lieut. Ferret	Saigon
Tacking	steam-launch	—	—	—	(Ameco Oly)	Upper Y-tse-kiang
Vauban	torpedo-depot	—	—	—	Commander Monténiel	Hongay
Vétéran	torpedo-depot	—	—	—	Lieut. Bibet	Cap Saint-Jacques
Vigilante	river gunboat	180	6	1,150	Lieut. Devarenne	Canton

1. Flagship of Rear-Admiral Boisse, Commander-in-Chief.

Gunboats.		475	—	—	Reserve.	Saigon
Viper...	...	500	—	—	...	...
Comète...	...	473	—	—	...	...
Batonnette...	...	170	—	—	...	...
Bouclier...	...	140	—	—	...	...
Coronade...	...	154	—	—	...	...
Cimetière...	...	140	—	—	...	...
Estoc...	...	141	—	—	...	Haiphong
Longin...	...	300	—	—	...	...

(b) Flagship of Rear Admiral de Marolles.

Commanding the naval defence of Indo-China.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	\$1,000,000	\$1,797,167	\$2.15 for 1 year ending 30.6.07 @ ex	5 %	\$660 buyers
Do.	40,000	\$125	\$125	\$1,750,000		2 1/2 3/16 = \$16.04		\$655 b. new in.
National Bank of China, Limited	99,925	£7	£6	£72,735	\$71,293	\$2 (London 3/6) for 1905		\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	£150	£50	\$1,675,000	\$133,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£5	\$1,100,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000	1,460,400	Final of \$12 making \$42 for 1905 and	5 1/2 %	\$765 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$800,000	\$461,467	Interim of \$30 to 1906	7 1/2 %	\$165 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,675,000	\$162,080	\$2 and bonus \$2 for 1905	9 1/2 %	\$86
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$2,000,000	\$435,236	\$40 for 1905	13 1/2 %	\$350 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,500	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$3,500,000	Nil.	\$4 for year ending 30.6.1907	10 1/2 %	\$371
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$1,050,000	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$27 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	6,000	£5	£5	£30,000	£3,694	\$1 for 1906 @ ex 2 1/2 = \$2.14 per share	3 1/2 %	\$41 sellers
Do. (Deferred)	6,000	£5	£5	£30,000				\$39 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 12 for account 1907	12 1/2 %	Tls. 45 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of 1/1 (Coupon No. 8) for a/c 1907	11 1/2 %	Tls. 48 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,871	172,370	Final of Tls. 2 making Tls. 6 for 1906	4 1/2 %	43 1/2 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000	\$137	\$1.00 for year ending 30.4.1907	4 1/2 %	\$10 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 49,479	18,730			
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000	\$9,218	\$8 for year ending 31.12.06	8 %	\$100 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000		\$3 for 1907		\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 87 1/2 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£110,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15 1/2 sellers
South Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000	£11,358	No. 12 of 1/- = 48 cents		\$91
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 %	\$6
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	8 %	\$102
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 104,559	Tls. 3 for year ending 30th April 1907	4 %	Tls. 73
Shanghai and Hongkew Wharf Company, Limited	56,000	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 23,117	Interim of Tls. 8 for account 1907	9 %	Tls. 203 1/2
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	1,000	\$25	\$25	\$25,000	\$10,908	\$2 1/2 for year ending 30.6.07	9 1/2 %	\$23 1/2 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$9,178	\$1.80 for 1906	13 1/2 %	\$14
Hongkong Hotel Company, Limited	17,000	\$50	\$50	\$850,000	\$10,925	\$4 for 1st half-year ending 30.6.07	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$96
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$100,000	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2 buyers
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	\$50,000	\$1,089	\$2 1/2 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	Tls. 780,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 buyers
West Point Building Company, Limited	17,500	\$50	\$50	\$875,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	16 1/2 %	Tls. 60 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$14,319	50 cents for year ending 31.7.07	4 1/2 %	\$10 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 38,211	Tls. 6 for year ended 30.9.06 (8 1/2 %)	11 1/2 %	Tls. 53
Laon-kgong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 3,500,000	Tls. 50,663	Tls. 50 for 1906	17 1/2 %	Tls. 287 1/2 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	5,604	£12 1/2	£12 1/2	£70,050	£638	1 1/3 per share for 1906	9 %	\$61
Campbell, Moore & Co., Limited	1,000	\$10	\$10	\$10,000	\$1,053	\$3 for 1905		\$20 sellers
China-Borneo Company, Limited	10,000	\$12	\$12	\$120,000	Nil.	\$1 for 1904		\$10 1/2 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905		Tls. 55 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000	125,000	60 cents for year ended 28.2.06		6 sales
Do. special shares	100,000	\$1	\$1	\$100,000	1855	80 cents for 1906	9 %	\$9 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$2,974	\$1.30 for year ending 31.7.07	7 1/2 %	\$16 1/2 ex div.
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$187,500	\$11,804	Interim of 50 cents per share for a/c 1907	8 1/2 %	\$1 1/2 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$115,002	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$20 1/2 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$2,953	\$1 per share for year ending 28.2.07	7 1/2 %	\$14 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$30	\$10	\$1,800,000	\$4,361	Interim of \$4 for 1 year ending June 30th '07	9 1/2 %	\$240
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,212	Interim of 80 cents per share for a/c 1907	8 %	\$25 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	Tls. 10,374	Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	9 %	Tls. 330 sales
Maatschappij tot Mijl. Bosch en Landbouwk. exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 250,000	\$2,655	\$1 per sh. or period from 19th Oct. to 30th Apr. '07	8 1/2 %	\$2 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000				\$5 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000				Tls. 105 buyers
Philippine Company, Limited	7,500	\$10	\$10	\$75,000				Tls. 35
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 9,751	Tls. 4 for 1905		Tls. 66 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906		Tls. 115 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 1/2 %	Tls. 110 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 85,592	Interim of 15/- for account 1907		Tls. 280 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	£163,500	\$41,934	Interim of 1 1/3 for account 1907		\$22
South China Morning Post, Limited	7,200	£20	£20	£144,000	1478	None		\$6
Steam Laundry Company, Limited	6,000	\$25	\$25	\$150,000		40 cents for year ending 31.5.7	6 1/2 %	Tls. 97
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07		\$12
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$349	First year		\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$1,360	80 cents on 9,000 ord. shares and 2 1/2 on 100 Founders shares for v. and 31.5.07	8 %	\$17
Watson, (A. S.) & Co., Limited	10,000	\$10	\$10	\$100,000	\$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$5 1/2 buyers
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906		

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "YARRA."

Captain Seller, will be despatched for MARSEILLES on TUESDAY, the 29th October, at 1 P.M.
Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.
Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. ERNEST SIMONS 11th Nov.
S.S. TONKIN 26th Nov.
S.S. POLYNESIE 10th Dec.
S.S. TOURANE 24th Dec.

G. DE CHAMPEAUX, Agent.

Hongkong, 16th October, 1907. (10)

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"HEADLEY,"

will be despatched for the above Port, on or about SATURDAY, the 26th October.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 5th October, 1907. (185)

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA."

Captain W. Hayward, R.N.A., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th October, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Driftnet*, 6,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Oceana*, due in London on 30th November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 5th October, 1907. (2)

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD.

REQUISITES.

&c., &c., &c.

Telephone 256.

KASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907. (4)

The Whisky of Great Age

DEWAR'S

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Sole Agents: BUMANN & BERBLINGER,

15, 16 & 17, Connaught Road Central.